NATS Packet

ESKIMAUAN BETTY

NAVAL AIR TRANSPORT SERVICE COMMAND, PACIFIC WING

AUGUST 1945

ADMIRAL NIMITZ ON NATSPAC

"Air evacuation operations of the Naval Air Transport Service, Pacific Wing, during the Okinawa campaign fulfilled the highest traditions of the Naval service with speed, skill and courage in returning wounded fighting men from the battle front." Chester W. Nimitz

HEAR! HEAR!

At Kwaj NATSmen attend a theatre situated quite close to the runway. When a plane runs up or takes off during movie hours, the smart projection room man gradually turns up the loudspeaker volume so that the audience doesn't "lose out". CSpV George Bennett points out this touch of thoughtfulness.

Since lots of movie operators at lots of air base outdoor theatres haven't used this technique, we commend it to their consideration as a helpful salve for audience nerves.

Japs Cry "Uncle!"

It was 2 a.m. in Point Barrow and 8 a.m. of the next day at Puerto Princesa--but wherever NATSmen were and whatever the hour they let out a war whoop, looked for something wet, shouted, "Hey, Mac, let's go home!" Japan had, on Aug. 10, cried "Uncle".

Guns would go silent, blood stop flowing. Yet, NATSPac had an even bigger mission ahead. The mammoth job assigned NATS-ATC after V-E Day would be repeated in the Pacific. Much work is ahead for us--but there is also peace. sure and wonderful.

AN ORCHID FOR US

A war correspondent who had traveled 25,000 miles via NATSPac recently wrote a "thank you" letter to ComNATS. You may remember it; Admiral Reeves thought enough of it to have an excerpt published to all hands. Expressing appreciation for the "infinite courtesy" he enjoyed, the correspondent profusely commended "every person...connected with NATS" for "unfailing patience, kindness, and efficiency."

Naturally every NATSman must have taken some satisfaction in that letter. Having traveled so many thousands of miles, the writer could easily have been confronted by some delay, inconvenience, or any other unpleasantry. It happens on the best of airlines. But he wasn't--and NATSmen may well be proud.

At the same time, as Admiral Reeves pointed out, it places a very definite responsibility on all of us. "This is the responsibility", ComNATS said, "to live up to and justify the reputation which NATS has gained, at least in the eyes of some observers."

And we thought the comment of ComNATSPac, Capt. D. W. Tomlinson, was an editorial in a single sentence: "Such high praise places a real burden on all of us to maintain the quality of NATSPac operations and even to improve them at every opportunity."

THE COVER

This arctic cutie is 4-year-old Betty, member of the Aleut and Eskimo linguistic stock called Eskimauan. She and NATSmen at Point Barrow enjoyed Nelakatuk. (See pages 10 and 11).

NATS PACKET

MAGAZINE OF THE NAVAL AIR TRANSPORT SERVICE COMMAND, PACIFIC WING.
CAPT. D. W. TOMLINSON, COMMANDER.
VOL. 1 AUGUST 1945 NO. 11

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Archipelago Airline

By Lt.(jg) W. A. Lashley — Photographs By Wallace Hulse, PhoM3c

NATS' "Archipelago Airline", spanning the 7,100 islands of the Philippines, now accounts for a third of total mileage flown by VR-13 along its routes from the Admiralty Islands northward to and throughout the Philippine Archipelago.

Shellback Squadron Skytrains fly more than 25,000 miles a day, equal to a daily trip around the world. From their Philippines Network base at Samar, they ply airlanes between Manus and the Archipelago, making a crisscross path to strategic points on the most important islands in the group.

From before dawn until after dark, the "Jungle Jumpers" wing along interlocking skypaths into Samar, Leyte, Mindanao, Palawan, Mindoro, and Luzon. Over thousands of nameless islands through cloudbanks of a tropical rainy season, flight crews are aloft as much as ten hours before the day's work is done.

Their ports of call are storybook names from Oriental tales--picturesque Zamboanga on the western peninsula of Mindanao, home of the Moros (Filipinos of Moslem faith); Mactan Island in the harbor at Cebu City, where Magellan, discoverer of the Philippines, was slain and buried; Puerto Princesa, one-time pirate haven on Palawan Island, which extends nearly to Borneo, between the Sulu and China Seas.

Nichols Field in Manila is the main terminal point of the Philippines Network. Currently it handles six regularly scheduled flights a day, plus a heavy traffic in special flights.

Two shuttle services, 150-mile round trips, link the longer routes: One north from Manila to the Army's Clark Field (approx. 75 miles), another from Guiuan in Samar to Tanuan on Leyte. Longest single flight is 375 miles, from Palawan to Cebu.

The territory covered by NATS' Philippine operations should not be underestimated. The Archipelago is larger than Italy, only slightly smaller than the British Isles. Luzon alone is as large as Denmark, Belgium, and Holland combined, and Mindanao is about the size of Portugal. Its population totals 17,000,000. The lush islands are a rich prize in minerals and agricultural products. There are gold mines, iron, chromite, manganese, and copper ore; rubber, sugar, abaca (hemp) and coconut plantations; lumber, rice

Japs and monkeys obviously mean the same to NATSmen at VR-13's Zamboanga stop. Shown here (l. to r.): Packed Photographer Wallace Hulse; Lt. Comdr. R. V. Heil, VR-13 Flight Surgeon; Radioman K. C. Wright; Lt. Comdr. W. F. Hawkes; Lt. Ray Hall, pilot; Lt.(jg) J. Q. Henley, co-pilot; the author, Lt.(jg) Lashley.

Nats Pac News Month

ABOVE - En route to forward areas John L. Sullivan (r.), new Asst. SecNav for Air, and Vice Adm. Aubrey W. Fitch, new Naval Academy Supt., were met at NATS Honolulu terminal by Vice Adm. John Towers (l.).

•◆•

LEFT ABOVE - Throughout NATSPac 'buy a bond' was the cry. Squadron sales soared. In San Francisco the contract operator's bond rally featured (l.to r.): PAA Capt. H. L. Turner, Mrs. C. W. Nimitz, Carol Landis, John Carradine.

•◆•

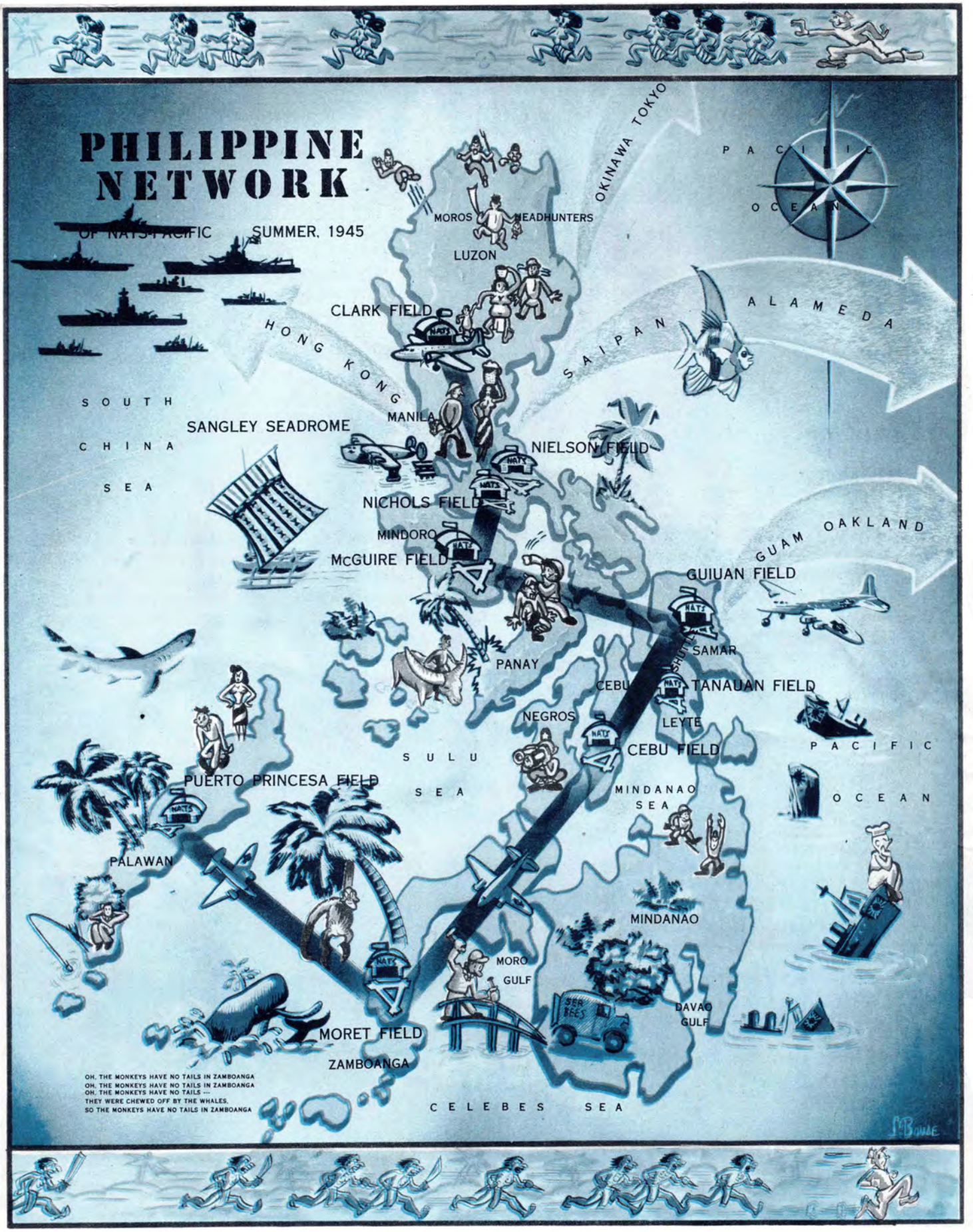
LEFT - Washington-bound via NATS to attend War College, after a tour as skipper of a Destroyer Escort, Lt. Cdr. Franklin D. Roosevelt Jr. announced his ambition to make Navy a career.

•◆•

LOWER LEFT - Eddie Bracken and Peggy Ryan (on top step) and their USO troupe were greeted eagerly (and for obvious reasons) as they deplaned at Honolulu.

•◆•

LOWER RIGHT - Cdr. Harold E. Stassen, returning to active duty via NATS after S. F. conference, was welcomed en route by Rear Adm. Wm. R. Furlong, retiring Commandant of Pearl Harbor Navy Yard.


PHILIPPINE NETWORK
OF NATS-PACIFIC SUMMER, 1945
OKINAWA TOKYO
P A C I F I C
O C E A N
MOROS HEADHUNTERS
LUZON
CLARK FIELD
HONG KONG
SAIPAN
ALAMEDA
S O U T H
C H I N A
S E A
SANGLEY SEADROME
MANILA
NIELSON FIELD
NICHOLS FIELD
MINDORO
McGUIRE FIELD
GUAM
OAKLAND
GUIUAN FIELD
SAMAR
PANAY
CEBU
TANAUAN FIELD
NEGROS
LEYTE
CEBU FIELD
P A C I F I C
O C E A N
S U L U
S E A
PUERTO PRINCESA FIELD
MINDANAO SEA
PALAWAN
MINDANAO
MORO GULF
DAVAO GULF
MORET FIELD
ZAMBOANGA
OH, THE MONKEYS HAVE NO TAILS IN ZAMBOANGA
OH, THE MONKEYS HAVE NO TAILS IN ZAMBOANGA
OH, THE MONKEYS HAVE NO TAILS ---
THEY WERE CHEWED OFF BY THE WHALES.
SO THE MONKEYS HAVE NO TAILS IN ZAMBOANGA
C E L E B E S S E A

ARCHIPELAGO AIRLINE

(Continued from Page 1)

paddies, fisheries, tobacco farms, and cattle ranches.

Pilots who lament the lack of instrument flight time in the Pacific change their tune on the Archipelago Airline. Typhoons are common, averaging some 20 a year. Periodic rainy seasons alternating between the east and west sides of the island group bring masses of low-hanging clouds. VR-13 co-pilots returning to plane commander school in the States are well up on their instruments. They can claim to know their weather ropes from the Chicago Loop to Manila Hemp.

Luzon, largest island in the group, is served by NATS at Clark Field and at Manila's Nichols Field. Now under construction is a NATS terminal at Nielson Field, which will become the base for all Army-Navy air transport operations.

Paraxodically, this island contains both one of the world's most modern cities and tribal villages of primitive savages. Nowhere in the Orient are the educated people so Westernized in custom and tradition. Stronghold of the Spanish conquerors who founded Manila in 1521, Luzon shows its heritage of 400 years of European influence. NATS crews and passengers see it ravaged by war.

Beautiful Manila is a shambles, and the jigsaw geometry of rice paddies up the valley from Nichols to Clark Field is spattered with Jap aircraft blasted from the skies, like insects squashed on a screen.

Rich, largely unexplored Mindanao is the second largest island in the group. Fanatic kris-wielding Moros populate its mountains and peninsulas. NATSmen stopping at Zamboanga see these proud, scowling warriors.

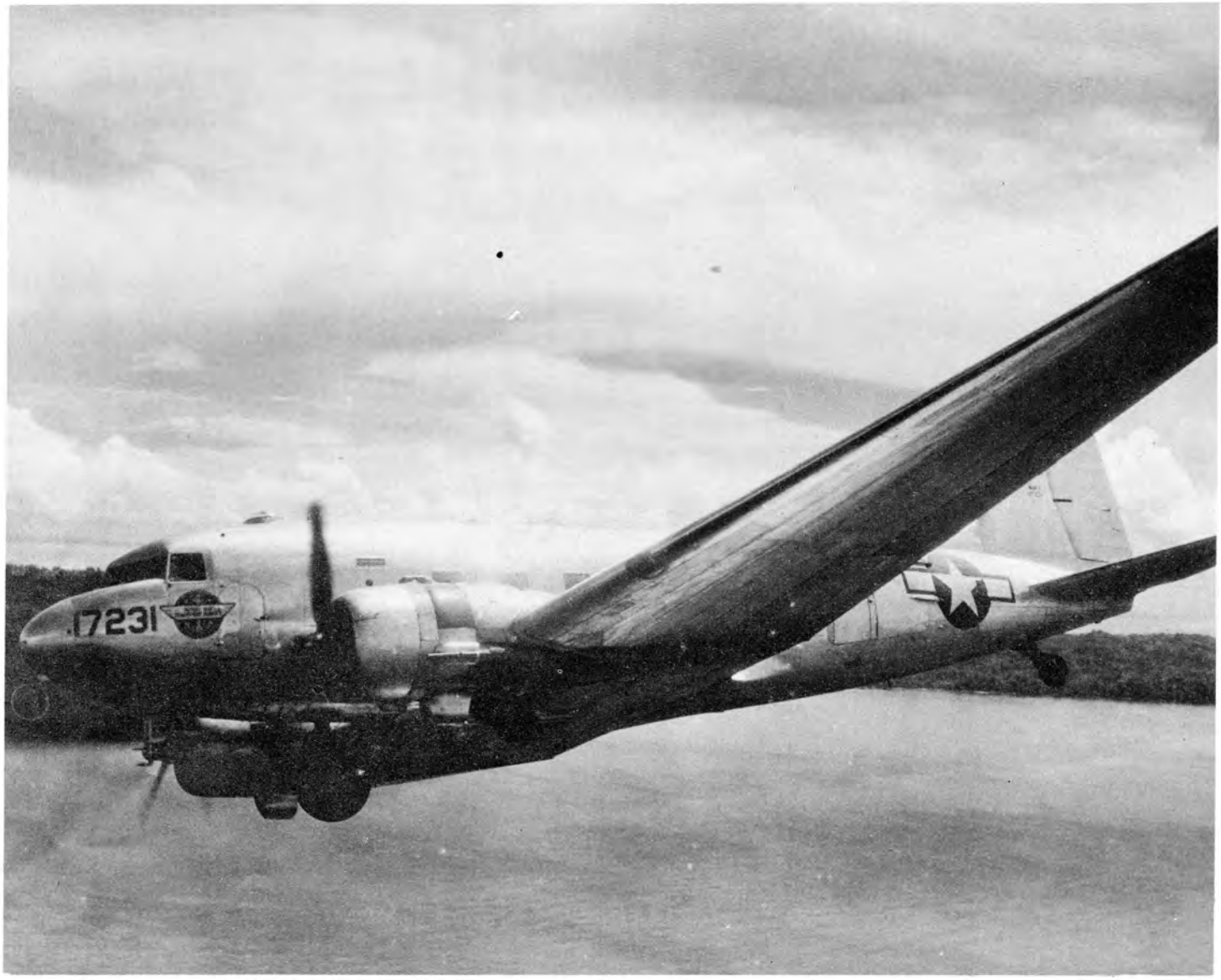
Throughout the islands the general picture is the same. Zamboanga, Puerto Princesa, and Cebu City, second largest in the Philippines, are destroyed worse than Manila. Yet everywhere Seabees and Army engineers are building military installations. Huge airfields like Guian on Samar, McGuire Field on Mindoro, Tanuan on Leyte have sprung from nothing.

As the United States stages its strength in the Philippines for drives against the Japs, VR-13's transport role increases in importance. Sometimes special flights number as many as regularly scheduled trips. For example, VR-13 recently moved the entire staff of Commander, Seventh Fleet from their old headquarters on Leyte to the new site in Manila. Flying six specials a day, NATS transported 940 officers and men with 80,000 pounds of baggage and cargo. Lt. Charlie Tuggle, NATS Samar Operations Officer, coordinated the schedule. Planes of an Army troop carrier squadron and Seventh Fleet Flag Utility Squadron assisted in carrying out the air-exodus without a hitch.

The future holds even bigger things for NATS in the Philippines. VR-13 continues to grow. Its veterans are being rotated and replaced by transport-wise men of other NATS squadrons. Commander Vernon Dorrell, squadron skipper since January, was relieved early in July by Comdr. Henry Hollenbeck. Lt. Comdr. W. M. Hawkes, squadron executive officer went to Guam as exec of VRE-1 and was replaced by Lt. Comdr. H. B. Bingham. Utilizing each aircraft more than 1500 miles and ten hours daily, VR-13 is maintaining a terrific pace--but as the seagoing Shellbacks change into Jungle Jumpers, they'll be even busier. THE END

MORO VILLAGE IN ZAMBOANGA is built partially on stilts. Two Moros (Filipinos of Moslem faith) manning the outrigger canoe wear lacquered heavy straw hats. VR-13 crews have opportunity to visit some of the most picturesque ports in the Pacific.

NICHOLS FIELD IN MANILA, is main terminal point of NATS' Philippines Network. Six scheduled flights a day, plus specials, pour passengers and supplies into the chaotic, swarming city. Across city is Sangley, served by VR-2 Coronados on the Alameda-Manila run.



THE NATS-PACIFIC FLEET- R4D

You'll hear some pilots affectionately call it "The Old Workhorse." It's the veteran of the world skyways, with campaigns in every theater of the war affected by its omnipresence and versatility.

To the Navy it's the R4D--to the Army, C-47--and to the Douglas people who make it, DC-3. Stripped of technical symbols it's the Skytrain.

Beginning with Pearl Harbor Week, when DC-3s were requisitioned from U. S. airlines and put into khaki, the Skytrain has been standard equipment on every battlefront and life-line. It won't carry the payload nor does it have the range of its four-engine sister ship, R5D, but on NATSPac's shorter hops around the stepping-stone islands of the Pacific and up in Alaska "Old Workhorse" is mighty dependable.

The Navy calls it "R4D" because "R" means transport, "4" is its model number, and "D" equals Douglas.

SPECIFICATIONS

Wing Span- - - - - - - - - 95'
Length (overall) - - - - 64'5"
Height (overall) - - - - - 17'
Weight empty - - - 17,500 lbs.
Standard gross-over 27,000 lbs.
Pay Load - - -up to 5,620 lbs.
Normal Range-875 nautical miles.

Basic crew---plane commander, first pilot, navigator (when required on longer overwater flights), radio operator, and orderly when passengers are carried.

Passengers---up to 28.

Power plant---two Pratt & Whitney Twin Wasp 1830 engines, and Hamilton hydromatic propellers.

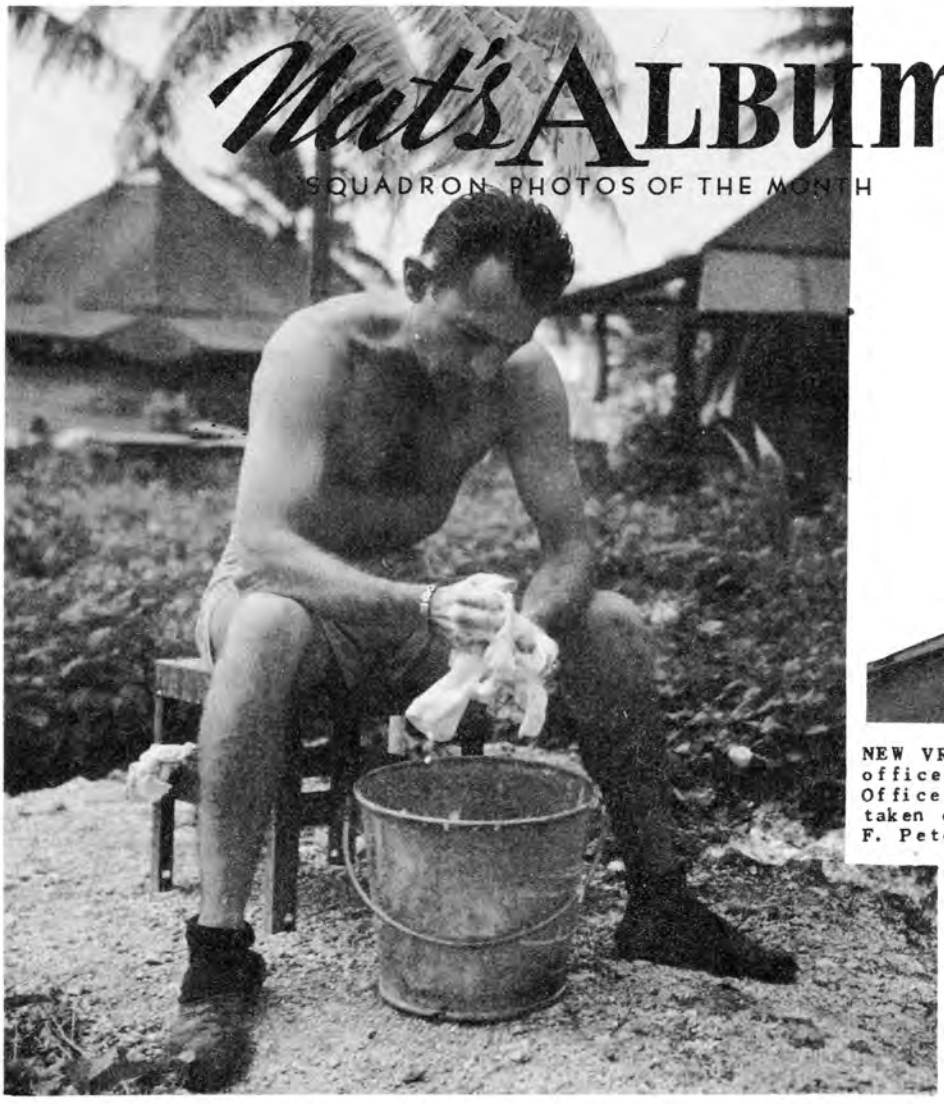
Rated horsepower---1250, take-off; 600, cruise.

Cruising speed---150 knots.

Top speed---over 195 knots.

Nat's ALBUM

SQUADRON PHOTOS OF THE MONTH



MILES SANS SMILES---Lt.(jg) Marvin Miles, Assistant O-in-C NATSPac Public Information office, operated the Miles Hand Laundry while stationed at Guam. Obviously he didn't like the business. 'But it's a business most of us are forced into at Guam,' Miles explained. 'The laundry situation there is about 1.0.'

NEW VR-11 SKIPPER---Onetime commanding officer of VR-1 and previously Chief Staff Officer, ComNATSLant, Cdr. W. E. Larned has taken command of VR-11. He relieved Cdr. W. F. Peterson, now C. O. of VR-4.

NATSPAC'S YOUNGEST PLANE COMMANDER--Twenty-two year old Lt.(jg) Robert B. Ward of VR-11 is the youngest plane commander in NATSPac. Starting as an aviation cadet three years ago, he has logged about 2,000 hours.

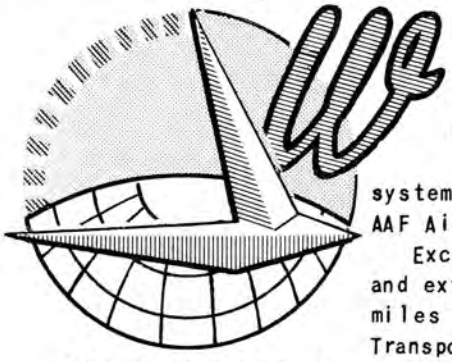
PUGET SOUND CHAMPIONS---VR-5's softball squad this summer captured the Puget Sound Service League title, and were runners-up in the all-Northwest Service circuit. Once they won 15 games straight. Front row (l. to r.): Hess, Dunham, Donaldson, Kroll, Geiger, Hansen, Pitcher, Yorton. Rear row: Coach Arnold, Holford, Rueter, Jonap, Floberg, Herron, Munns, and Lt. Kuzman, VR-5 Athletic Officer.

MAN OF ACTION---Veteran of 14 major engagements during 46 months of Pacific duty, is Ralph S. Pullen, AMM3c, now attached to VR-4. Among the more widely known actions he survived were the Japanese sneak attack on Pearl Harbor, and the sinking of the cruiser Chicago early in 1942.

CHANGE OF COMMAND---Cdr. H. C. Hollenbeck (l.) was relieved in June as skipper of VR-5 at Seattle by Cdr. K.B. Haugen, formerly C. O. of VR-4. Cdr. Hollenbeck now commands VR-13.

A DOG'S LIFE---Even though he's the most petted dog around the VRE-1 center at Guam, Blackie's not really happy. The sailor whose life he saved has gone Stateside without him. The sailor, who was warned of a Jap sniper by Blackie's loud barks during an island battle, had brought Blackie to Guam but 'regs' kept the hero canine from continuing stateside.

LOADING A LA SAMAR---Helping load a VR-13 Skytrain at the Samar Detachment are natives, as proud of their job as they are of their shoes.



Well into its fifth year of making aviation history is NATS' big brother in Uncle Sam's air transportation system--the globe-girdling AAF Air Transport Command.

Except that it's larger and extends over more route miles than the Naval Air Transport Service, the ATC is not much different in operation or mission from NATS. Its Pacific division, flying the largest area of the nine divisions in ATC's round-the-world circuit, has one spectacular mission that NATSPac doesn't--supervising delivery of the giant B-29 super-bombers. ATC briefs the crews, houses and messes them, and handles maintenance of the planes from take-off on the west coast to their forward bases in the Marianas.

But similarities between the Navy and Army airlines are so many that personnel of NATS and ATC may well have a "brothers in arms" attitude. Both organizations fly separate routes for their respective branch of the service, but there are occasions when they can help each other. In the forward areas, for instance, ATC and NATS have an agreement for interchange of spare parts. They also fly each other's mail to stations not reached by one or the other.

Like NATS, the ATC has its own command but its various divisions, wings and units are "tenants" of the Army bases where they're located. However, ATC units in most cases provide their own housing and messing, whereas NATS squadrons customarily depend on air stations for these facilities.

Chief of the Air Transport Command in Washington is Lt. Gen. Harold L. George, whose counterpart in NATS is Rear Adm. J.W. Reeves Jr. at Oakland. ATC's Pacific division, with headquarters in Hawaii, is commanded by Maj. Gen. William Ord Ryan. In a comparable position is ComNATSPac, Capt. D. W. Tomlinson.

ATC's Pacific division is comprised of three wings: West Coast, Central Pacific and Southwest Pacific. The West Coast wing operates from four bases in California--Hamilton Field, Mills Field, Fairfield-Suisun and Mather Field. In the Pacific, the division has 44 stations spread over 42,000 route miles. And like NATSPac, ATC has gradually been eliminating some units in the South Pacific.

Although the Pacific division is ATC's largest in area flown, its India-China division has the most men and aircraft. At one time it was flying nearly 600 trips daily and was transporting more cargo than was being carried over the Burma Road. Currently it's flying 50,000 tons a month over the "Hump".

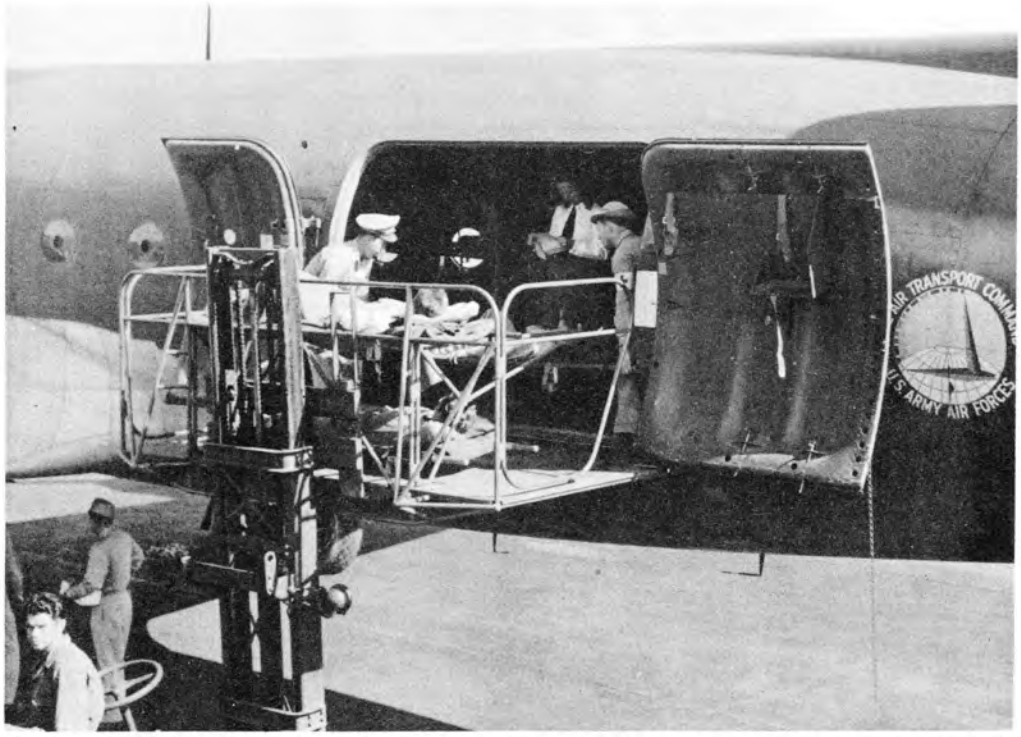
While NATSPac's fleet includes 60 Coronados, ATC's operational aircraft are all landplanes. Its Douglas C-54 is what NATS calls the R5D Skymaster, and its C-47 is the same as NATS' R4D Skytrain. ATC also flies some C-46 Curtiss Commandos. The only seaplanes of ATC are a few OA10s (PBY), used for air-sea rescue work.

United Air Lines and Consairways division of Consolidated Vultee Corporation are both contract operators for ATC, as PAA is for NATSPac. United operates C-54s to the Marianas and Philippines. Consairways flies LB30s and C-87s to Australia and Biak.

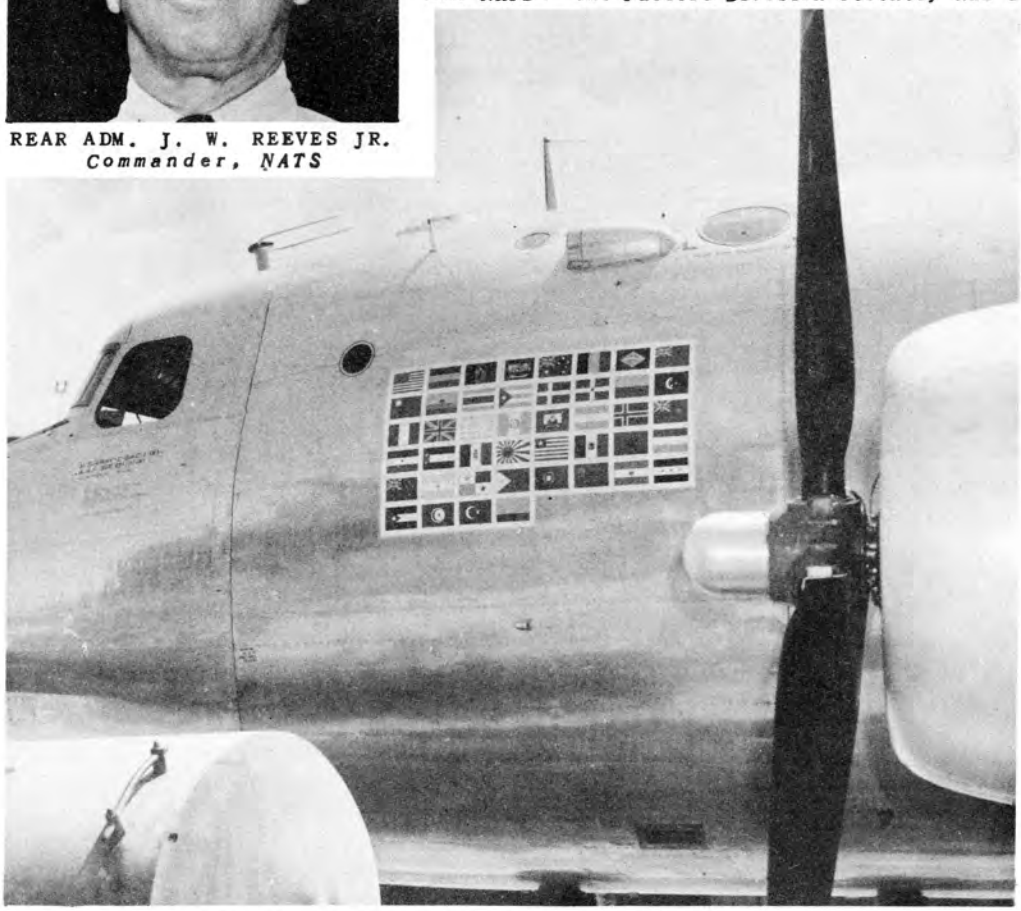
ATC's Pacific Division supervises ferrying of B-29s to the Marianas

LT. GEN. H. L. GEORGE
Commanding General, ATC

REAR ADM. J. W. REEVES JR.
Commander, NATS



ATC finger lifts hoist four litter cases at a time. With air evac teams much like NATS', the Pacific Division recently has averaged 11,000 evacuees per month.



The State Department Skymaster 'special', ATC-flown, has logged as many countries as some carriers have bogies. ATC & NATS both fly top statesmen.

MAJ. GEN. WM. ORD RYAN
Comdg. Gen., Pacific Div., ATC

CAPTAIN D. W. TOMLINSON
Commander, Pacific Wing, NATS

4th of JULY

W. J. DISNEY, CSp(V)
NATS Boss at Barrow

July 4 at NATS Headquarters, Point Barrow, on the Arctic Ocean. Temperature: 35 degrees. To see out of 'control tower', NATSmen stand on a table top.

AT POINT BARROW

NO SNOW --- THEY PLAYED BASEBALL IN MIDNIGHT SUN

By Lt. H.O. Werner

Photographs By John Strack CPhoM.

E. P. McCRAY, AMM2c
Arctic NATSman No. 2

The author and photographer saw Independence Day where the sun didn't set, at NATS' northernmost station:

You'd have a right to think that 4th of July at NATSPac's lonely top of the world stop would be dull. But you've never seen Nelakatuk. And have you ever watched Eskimos beat the ears off Seabees in a softball game?

Nelakatuk--dancing on a walrus skin--is the feature of the Eskimos' thanksgiving at the end of the whaling season. The festival this year fell on Independence Day. After a two-hour church service, most of the village's 500 Eskimos, plus VR-5's two NATSmen stationed at Point Barrow and members of Lt. Cdr. W. H. Rex's Seabee Detachment, gathered 'round as the children played Nelakatuk. No one could find a walrus skin from which Eskimos can be tossed 30 feet into the air. But with an ordinary blanket the children parodied the game. The "real thing" can't be more colorful.

Not that time means anything at practically all-daylight Point Barrow, but it was 11 p.m. when the Eskimos challenged the Seabees to a ball game. The Eskimos hit the ball squarely and rounded bases with agility, while the Seabees floundered in the gravel.

Actually, Point Barrow in summer is just a gravel strip separating the rotting pack-ice of the Arctic Ocean from the unending, flat waste of tundra. But it's the metropolis of the Noatak-Kobuk district.

Landmark-wise, Point Barrow is not at all colorful, whether on July 4 or any other time. But the few landmarks are substantial: an excellent hospital, a government school, meterological service buildings, and a church.

In short, it's small and without glamour--but an important link in the NATSPac chain.

THREE BAGGER! Baseball-loving Eskimos asked Point Barrow Seabees for a game on July 4. Eskimos won, 24-12. This Eskimo batter wears traditional summer parka of dark blue cloth, hood pushed back.

UNDER MIDNIGHT SUN fans cheered the game. Picture above was made during fifth inning, at 11:30 p.m., when sun was 4 degrees above horizon. With constant daylight, people simply sleep when they get weary.

THIS NATS FLIGHT brought gasoline, milk, mail, movies--all routine cargo. Tractor & trailer are only transportation to Seabee village, a mile away. Runway matting was put down when snow strip melted.

EASIEST WAY TO TRAVEL is by sledge. Eskimo boy is taking wood from Seabee scrap pile for use in construction or as fuel. Mushing through Arctic Ocean slush beats fighting against ankle-deep pea gravel.

NELAKATUK is the game of tossing someone into air from a walrus skin or blanket as he tries to land feet-first. Fun-loving Eskimo children enjoy the excitement Navy activities have brought to their land.

THIS ESKIMO DWELLING is made of tundra sod, with no windows. A family of 12, including three generations, lives here. The chimney serves a seal oil lamp which gives light and warmth. Note sod falling down.

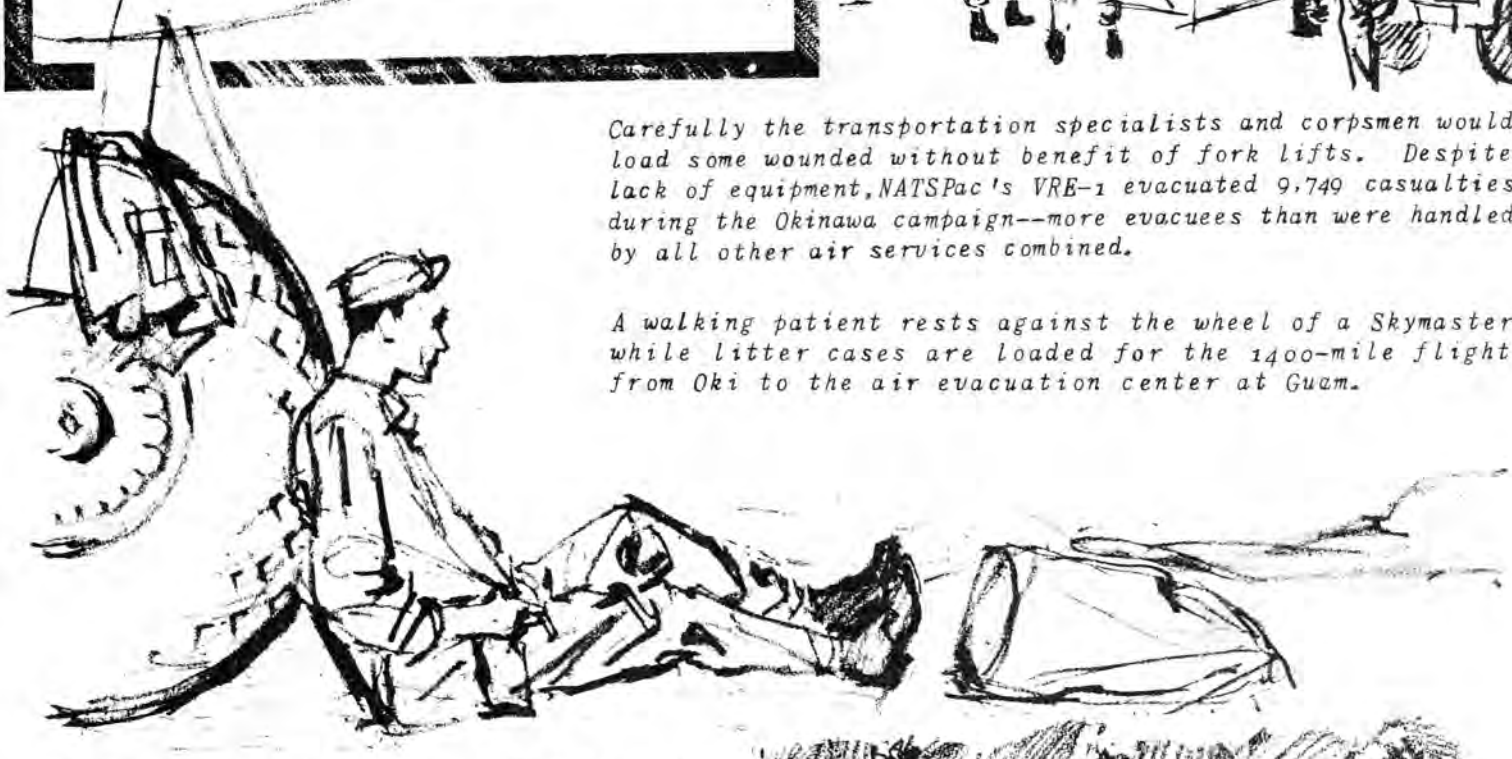
Natsketches

By TED RAND

Lt.(jg) Rand, VR-11 navigator, an advertising illustrator as a civilian, kept crayon in hand between trips to Okinawa while on temporary duty with VRE-1. These are some of his impressions.

Carefully the transportation specialists and corpsmen would load some wounded without benefit of fork lifts. Despite lack of equipment, NATSPac's VRE-1 evacuated 9,749 casualties during the Okinawa campaign--more evacuees than were handled by all other air services combined.

A walking patient rests against the wheel of a Skymaster while litter cases are loaded for the 1400-mile flight from Oki to the air evacuation center at Guam.

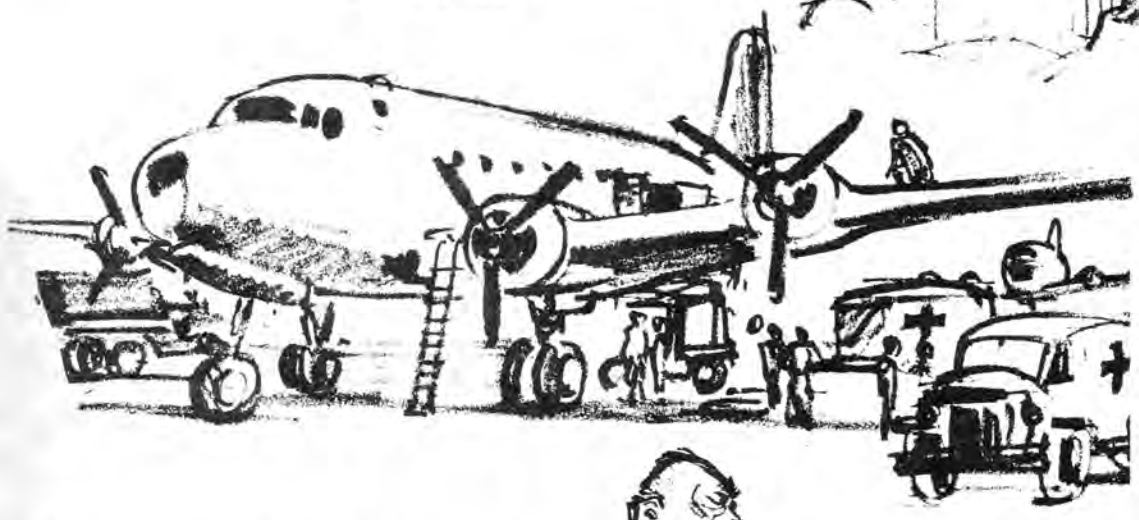


Across from NATS huts is an enterprising Seabee's fale, front yard cluttered with standard Seabee equipment: a jeep and concrete mixer. NATS owes much to the Construction Battalion for its help and cooperation in forward areas.

Chico, 4-month-old monkey of the Lemur type, is mascot of VRE-1 at Guam. His main fortes: begging, eating, sleeping. His chief aversion: getting a bath.

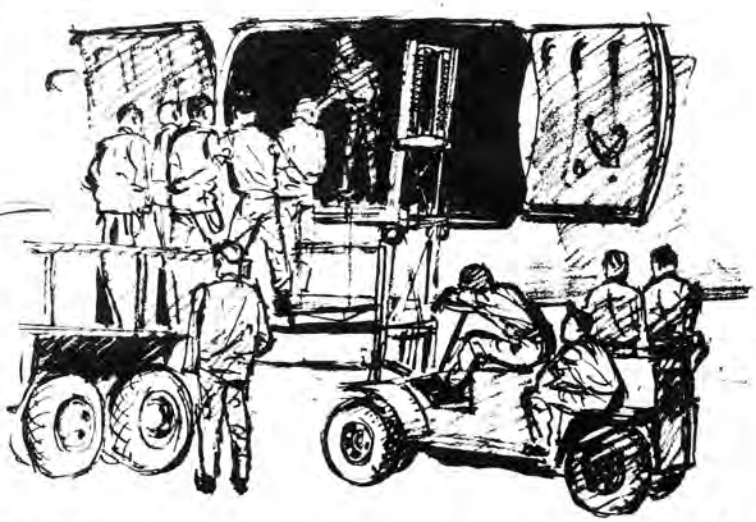
During layover, NATS flight officers had coffee and hot chocolate at the Oki Red Cross canteen. When the two benches at canteen were filled, some literally sat on their heels.

Okinawa ambulances pull up as plane arrives from Guam. Mail and ammunition will be unloaded and 32 patients will go aboard as the Skymaster is gassed up. On one trip this whole operation took 21 minutes.



Here Chico is mad because someone just gave him an unwanted shampoo. The mischievous monkey eats everything from cigarette butts to papayas, likes to chew gum--then gets it in his own or someone else's hair.

For a moment there's nothing around for the mascot Chico to eat, and finding nothing better to do he goes to sleep. He sleeps in any position, anywhere--preferably in some NATSman's arms.



Finger-lift operator catches a quick nap while truck load of ambulatory patients is loaded into Skymaster. Rest was rare for NATSmen at Oki who handled as many as 20 departures and arrivals a day.

NATS SCRAPS

HONOLULU

NATS Units have been renamed NATS Detachments. The NATS Unit at Honolulu has been established as a new department of VR-12 headquarters and is now known as the Traffic Department.

POINT BARROW

A cache of 500 drums of gasoline, estimated to be six years old, recently was discovered at NATSPac's top-o'-the-world stop. Tests showed it was still 100 Octane, free from rust, and entirely satisfactory for use. Wonder if there are any R4Ds hidden under those deep arctic drifts?

PATUXENT RIVER

The 1,000th crossing of the Atlantic Ocean by VR-1 was completed on June 24 when an R5D taxied up to the NATS terminal at Patuxent River after a scheduled flight from Paris.

MANILA

VR-13 was one year old on June 15, but personnel at squadron headquarters were too busy to celebrate the anniversary. Only comment in squadron newsletter was: "Still an infant with considerable future, VR-13 has nevertheless grown well out of its diapers."

GUAM

When NATSmen who've been overseas 18 months or more request not to be rotated, that's news. But there's also a good reason. A. R. Comacho, Stlc, asked that he be permitted to remain at NATS Detachment, Guam, because his family's home is on the island. Then the NATS basketball team, leading the Naval Air Bases league at Guam, requested permission to stay long enough to win the championship even though some of the hoop experts will be eligible for rotation before the season there is over.

HONOLULU

Lt.(jg) Francis E. Lamb will not soon forget the farewell he was given as he went stateside after 20 months with VR-10. He arrived at a Pan American Clipper with a busload of other passengers to find a shore patrol wagon with a side-armed shore patrolman waiting for him. Out of the assembled throng stepped a pretty flight nurse to garland him, in best Hawaiian manner, with a lei made of old spark plugs.

Then side boys--compartment cleaners from Lamb's landplane division--aligned themselves along the gangplank with implements of their trade, as a first class boatswain piped the astounded honoree over the side.

MID - PACIFIC

En route to Guam recently, ComNATSPac Staff Secretary Lieut. H. O. Werner clocked this startling performance by the flight orderly on an R5D:

When mealtime aloft came, the orderly got two enlisted crew members to help open food containers. After 22 minutes of preparation, the three men served the entire load of 28 passengers in exactly 11 minutes. Flashy service--and with a smile!

SEATTLE

On a recent inspection tour of VR-5 and its outlying bases of Anchorage, Kodiak and Adak, ComNATSPac said: "Instrument conditions involving icing weather, static and unpredicted high winds, with prevaling low ceilings demand airmanship of the highest order. In plain language, Alaskan flying separates the men from the boys."

OAKLAND

NATS Oakland's new passenger terminal opened in July. New bus schedules which provide hourly service between the terminal, Oakland Naval Supply Depot, Alameda, Treasure Island and 12th Naval District Headquarters in San Francisco, also add much to passenger and squadron personnel convenience. The hourly service stretches from 0600 to 2400 daily.

ALAMEDA

Ever see a Caterpillar tractor turn amphibious? VR-2 did! The "cat" was fastened to the tail of a Coronado which it was lowering down the ramp; the plane's engines were turning over and a strong cross wind was blowing. As his plane reached the water, the pilot reversed the inboard props; the beachmaster signaled the tractor to stop so that beaching gear could be removed. But the treads wouldn't grip the slippery surface and the plane dragged tractor and all into Alameda bay. When the driver put the tractor in forward gear, its engine choked. Before the pilot could cut his power, the tractor was completely submerged in 10 feet of water, the operator still trying to put it in reverse.

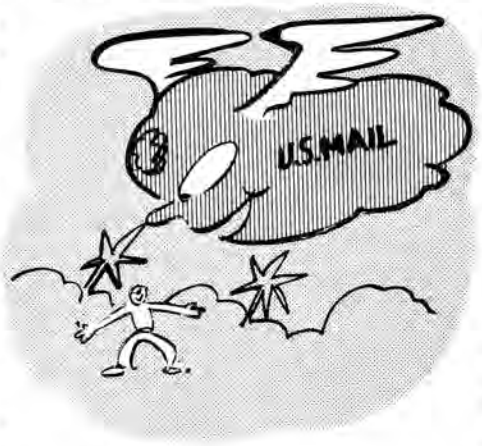
In the future two "cats" will be put on the tail of planes being launched and lines lengthened so that tractors won't have to go down the ramp.

ENIWETOK

Morale note: "NATS Eniwetok shines like a new dime! Our long-awaited interior decoration job is finally completed and the terminal now compares favorably, we believe, with any in the Pacific. The only loss suffered with the new paint job was the grand collection of pin-up girls that adorned the freight warehouse bulkheads. American youth is not easily discouraged, however, and the crew is hard at work assembling a newer, nuder assortment of attractive beauties."

MIDWAY

Monday and Friday are the happiest days of the week on Midway. Mail is brought in only on these two days, since Marine and Army planes, which at one time supplemented the NATS trips into Midway, have taken their business elsewhere.



KWAJALEIN

A controversial subject at Kwajalein is that of hunting sea shells. At one time it was considered a final stage of rock-happiness--until a newcomer arrived and immediately began using every spare moment to collect a certain type of shell, and lavish hours of loving craftsmanship making necklaces, brooches and turtle pins. Now the word is that NATSmen at this Detachment are not just simply rock-happy---they are "Kwaj-happy"!

NEW YORK

Four WAVE officers serving as instructors in the NATS Air Navigation Training Unit at Floyd Bennett Field are among the 80 designated by the Navy Department recently as Naval Air Navigators--the first women officers in any U. S. military organization entitled to serve in military air crews.

It is expected that the 80, who have successfully completed the rigorous training demanded by the Navy of men navigators, may take assignments as trans-ocean navigators in those theatres--such as Hawaii and the Aleutians--where WAVEs are permitted to serve.

UMIAT

"Bug blowers" were among the more interesting equipment flown by VR-5, on the Fairbanks-Point Barrow route, for the now-revealed oil expedition at Umiat. The blowers--huge, machine-driven fans--literally blew away hordes of mosquitoes and other insects from sites where civilian and Navy geologists and their crews were working. (Incidentally, VR-5 reports, the stories that Alaskan mosquitoes are often mistaken for R5Ds and gassed up to 3500 gallons before the difference is noted, are completely without foundation).

HONOLULU

A course that will enable mechanics to pass the Civil Aeronautics Authority's examination for an "E" aircraft engine license has been developed by VR-10's training department. The "E" license qualifies men to work on aircraft engines under CAA regulations--which is standard procedure with U. S. commercial airlines. Examinations are given at the office of the CAA inspector in Honolulu.

The 30-hour course is conducted by ACMMs W. T. Gregg and H. E. Busbee and is open to all VR-10 mechs.

PUERTO PRINCESA

A B-25 accidentally dropped a 500-pound bomb when landing recently at Puerto Princesa. The bomb rolled down the strip and came to rest about 25 feet from the tent of VR-13's detachment. Fortunately it didn't go off--but the NATSmen nevertheless were a mile away in nothing flat.

Wingrins

BEYOND THE LINE OF DUTY

From a VR-2 Newsletter: "Over 2,000 enjoyed the VR-2 squadron dance held 29 May at the Oakland Civic Auditorium. There were plenty of girls, refreshments and good music furnished by the Naval Air Station orchestra." Now there's an orchestra that really gives you plenty for your money!

COULD'VE BEEN UPBRAIDED

During a particularly busy afternoon Lt. Comdr. Hinman, flight surgeon, was helping unload wounded at the VRE-1 evacuation center, Guam. Dressed only in trousers and a skivvy shirt, he could easily be mistaken for a seaman. And he was. A third class specialist walked up to him and said, "When you're through with that, Mac, you can come over here and help me." Doc did, too.

"Honorable Nipponese air transport much ahead of foolish Yankee NATS - - - - - evacuate troops from islands before become wounded."

"....Mine was a NATSman and he tried to to cover as much territory as his outfit does."

PLEASANT WAY TO FIGHT A WAR

NATS personnel at Roi-Namur were agape when, out of an Army plane they were unloading, walked four pigs--two males and two females. The pigs were on their way to the Military Government at Eniwetok to fatten the larder. Apparently the porkers had been well briefed on their mission because production activities were going on in the NATS cargo shed and in the airplane even before they were airborne. I guess we must all do our bit in the war.---J. M. Gillespie.

EVEN CUPID HAD AN "A" CARD

A telegram received by the VR-2 C. O. read: "TOOK 30 DAYS TO CONVINCE HER. REQUEST 10 DAYS TO MARRY HER."

The C. O. didn't waste much sympathy in his reply to the man who couldn't make cupid get around his way in the allotted 30-day leave!

SNIPERS, DRAW YOUR BEAD . . . .

During the early days at Okinawa, NATSmen on Yontan Field had heard that the nearby city of Naha was secured. Having a few hours of liberty, a group consisting of Lt. (jg) Bob Jagger, Chief Jim Wheeler, Eric W. West, Louis P. Vasion and Donald E. Plotz went into the city for a look-see. They didn't know until they returned to Yontan that the Marines had temporarily retreated and Naha was in Jap hands while they were sight-seeing!

FOOTNOTES TO NATS HISTORY

Peleliu, December, 1944--NATS enclosed its showers here this month, because more than 100 WACs passed through for duty further west.

• • •

Honolulu, June, 1945--A NATSman wrote home: "Honolulu is just Washington, D. C., with palm trees."

HE'S A VERY POPULAR YANK

A Marine dentist at Okinawa greets almost every arriving NATS plane with the hope of collecting newspapers and magazines for men at the hospital. He's Capt. Osmanski, formerly a star football player. He pitches in with unloading cargo, trades jokes with the NATSmen and in general is considered a morale builder.--Which is the first time we've heard of a dentist who's a morale builder!

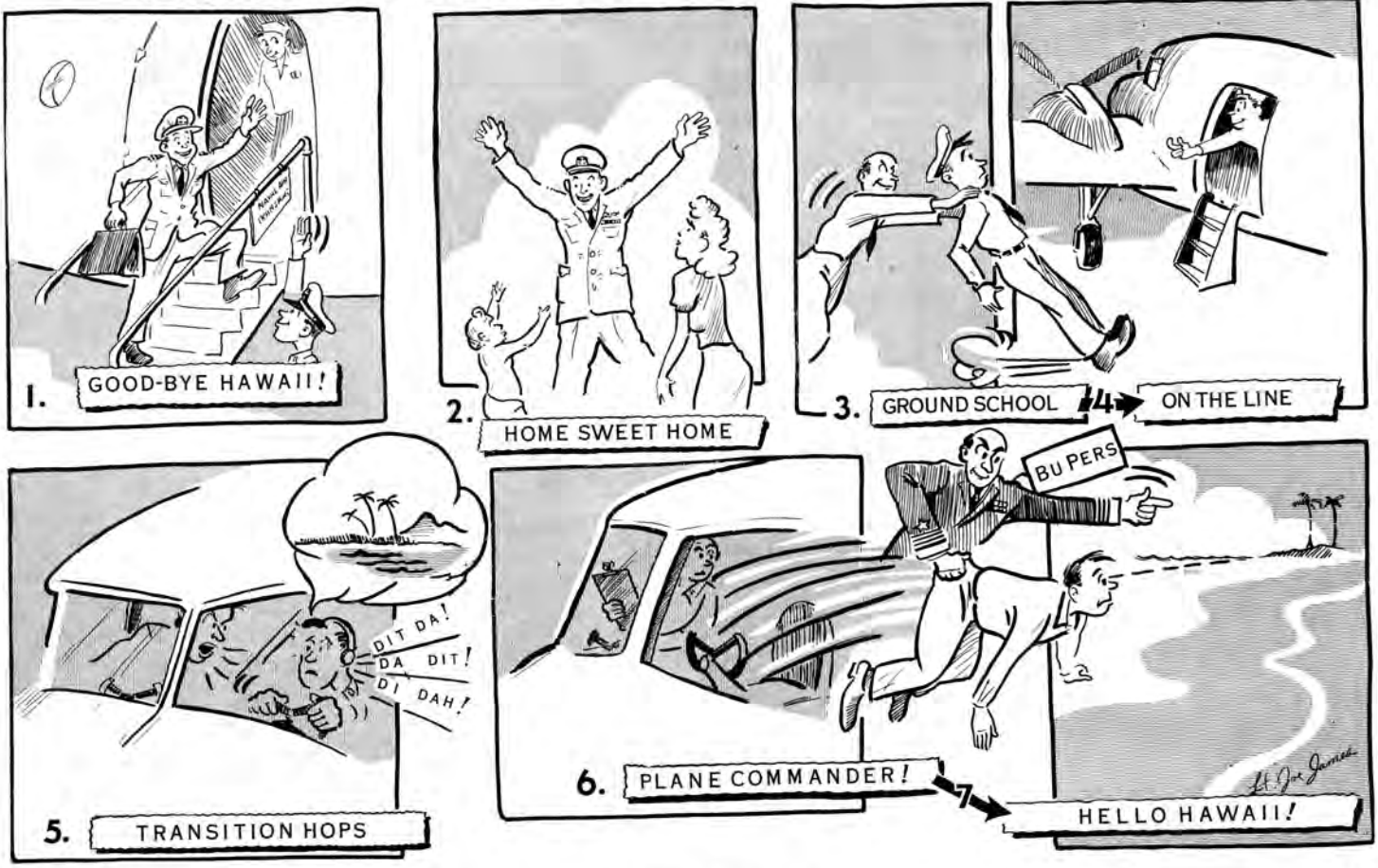
OUR OWN PICTURESQUE PATTER

"The head situation is slowly rounding into shape."
--From Guam Detachment Newsletter

"Drastic curtailment in use of motor vehicles for one week due to a critical shortage of motor fuel put us back on our feet."
--From Johnston Detachment Newsletter

It's Nice Here... WASN'T IT!

A CO-PILOT REPORTS FROM VR-3, OLATHE, KANSAS, U.S.A.



Tiny Ebeye, known best for its anti-seaplane conditions, was closed as a VR-12 Detachment and VR-2 Coronado stop last month when operations were moved to Majuro, a more suitable island in the Marshalls 248 nautical miles southeast of NATSPac's base at Kwajalein.

Lucky Louie Paul!

Nomination for VR-5's luckiest man of the year goes to Louis Paul, ex-leading chief of VR-10. Paul, first, got stateside orders to VR-5. Arriving at the station after 30 days leave, he had no house for his family. No prospect, either--there just aren't any vacancies in Seattle.

While logging in with the OOD, Paul recognized a Lieutenant logging out. They'd been shipmates once... Five minutes later Paul and his wife were in a new home only a short walking distance from the station. The detached Lieutenant was looking for some one who wanted a house, when he met Paul.

And to top it off for Lucky Louie, he checked in to the Personnel office--found he'd just been promoted to Machinist!

NEW MARS LAUNCHED

The first of the 20 JRM planes, production model of the famous MARS, was officially christened "Hawaii Mars" in ceremonies at Baltimore last month. It and those to follow are slated for Pacific duty.

Grossing two-and-one-half tons more than the original 70-ton Mars, the new planes have a cargo volume increase of more than one third their prototype. They are also longer, stronger and faster.

Each of the new planes will bear the name of a Pacific island which has been the scene of combat in this war.

ARE YOU NATS-WISE?

(Answers on Page 21)

1. There are nine squadrons in the Pacific Wing of NATS. Name them, and tell where they're based.
2. On what date did NATS come into existence?
3. Over how many miles do NATS-Pacific routes now extend?
4. Two valuable rates in NATS are Aviation Radio Man and Aviation Radio Technician. What's the difference in the duties of the two rates?
5. NATS is comprised of three wings, of which our Pacific Wing is one. Name the other two.

Nats News Briefs

By flying several hundred fire-fighters, VR-5 last month helped extinguish a large brush fire which had flared out of control and was threatening the Naval Air Station at Quillayute, Wash.

Within an hour after receiving the call for aid, VR-5 had an R5D and three R4Ds on the way to Whidbey Island where 185 Navy fire-fighters were picked up and flown to the scene. The R5D hauled 65 men.

Although the fire was put out, it raged again the following day and VR-5 again transported fighters to bring it completely under control.

•◆•

Twenty-three passengers and nine crewmen were rescued in less than an hour recently when a VR-2 Coronado was forced down by engine failure between Saipan and Ebeye.

A Naval provision ship saved all hands, cargo, mail and personal gear; but the Coronado was later swamped and sank.

•◆•

In July an ATC C-54 400 miles off San Francisco lost two engines. A nearby PAA contract Clipper, then a Coast Guard Coronado, escorted the C-54 until she made Fairfield.

•◆•

Four NATSmen risked their lives recently when a B-29, which had cleared the Guam air terminal by inches, crashed nearby. Despite flames that threatened constantly, NATSmen Sam Kassabian, Matthew Warren, Jim Shumaker and Ken Mueller helped remove crew members from the burning plane before the rescue squad arrived.

•◆•

NATS recently was featured as part of the "Meet Your Navy" radio show in the States when VRE-1 participated via short wave from Guam. The NATS contributors to the broadcast were Lt. Tom Stevens, announcer, Pilot Johnny Greer, Flight Nurse Ruth Broadfoot and Corpsman Dick Scanlon.

It Shouldn't happen to a Navigator!

By ANDREW ECKDAHL, Y2c

The "2x3" flight was routine until a dog grabbed the octant . . .

"Yep, some strange things happened when NATS first started operating in the SoPac," the old-timer eyed his beer with a glint that indicated lots of water and plenty of rocks. "You boots could never imagine. Take the dog that navigated for example; probably never heard of him, did you?

"The dog was a brown, sad-looking mongrel--never should have been on the plane. But Jones was just a homesick kid--although he was a 4.0 radioman--and he sneaked the cur aboard one trip.

"Mr. Relrek was flying as navigator that day, and the trip was just routine, up to a point. Mr. Relrek shot the sun, plotted his course and hit the sack. When he came back to his position an hour later he let out a yell you could hear in Australia.

"'Who the bankety-blank has my blankety-blank octant?' A couple of us came running, because if there's anything that upsets Mr. Relrek it's for someone to touch his octant.

"We were ready to start a search, when the officer's mouth flew open and he waved weakly. Coming up the passageway was the brown mongrel with the octant in his mouth.

"While we watched--before anyone could think to grab it away from him--the dog carefully set the instrument on the desk. Then he looked at Mr. Relrek's chart, turned his eyes toward the overhead as if figuring, looked again at the chart and clucked disapprovingly. That dog actually clucked.

"Then, as we watched awestruck, the mongrel wedged a pencil between the toes of his left paw and drew a line on the chart. It ran at a slight angle to Mr. Relrek's.

"The officer got very red, grabbed the instrument and hit for the dome. He came back, figured a bit and then looked very perplexed. 'That damned dog is right.'

"When it was time to shoot the sun again, Mr. Relrek picked up the dog in one hand and the octant in other. He held the dog up to the dome--don't ask me how the mutt got up there that first time, I don't know. The dog took the octant between his paws, sighted through it. When Mr. Relrek took him back to the chart, the dog went through that overhead-gazing act again, then extended the line. Mr. Relrek checked him. 4.0.

"After that, I guess we used the dog more than we did Mr. Relrek. The mutt must have navigated for us on 14 or 15 trips--took us all the way from Sydney to Frisco once. But it caused a lot of criticism--some passengers got huffy when they

(Continued on Page 21)

MAIL BAG

Raymond Gram Gooney (see below)

GIVING US THE BIRD?

MIDWAY

EDITOR:

Your July article about Midway's goonies did full justice to our feathered friends, but might have gone one step further. You see, a gooney sometimes acts loony just as a sham.

I have in mind Raymond Gram Gooney, whose picture I enclose *(see cut--Ed.)*. Daily over the Midway Mutual Network he does a 15-minute news commentary. To my knowledge, he and Associated Press's Edward Kennedy were first to announce Germany's capitulation; and for weeks now he has been prophesying that we'll all be home by Christmas. He claims to be the only radio artist that's never laid an egg.

This bird is no dope. He speaks in words of one syllable, and if you can't understand him it just means you've no business being on Midway Island.

18 MONTHS OVERSEAS

Thanks to the 14th N. D. we've been able to identify Raymond Gram Gooney's 'assistant' in the picture as Erle Rodriguez, CPhoM, manager of Midway's Navy-operated radio station, KMTH.---Ed.

❖ ❖ ❖

MIDWAY

EDITOR:

Swell layout on goonies in July issue, but future tourists may be disappointed in Midway as the loony birds left the same week the Packet arrived. Chances are this is coincidental; they were due for rotation anyway.

J. M. TAYLOR (O-in-C)

NATS VILLAGE, OKINAWA

Immediately adjacent to Yontan airstrip, this is the home of NATSPac's most forward detachment. Building in foreground & revetment were Jap-built.

WAR CORRESPONDENTS

ALAMEDA

EDITOR:

The other day I saw someone in regulation uniform, wearing a lieutenant commander's gold leaves with a silver 'C' superimposed on the insignia. I saluted and he seemed very surprised. Who could he have been?

CONFUSED SEAMAN

Undoubtedly a Navy war correspondent, wearing the new insignia of his group. The cap device is regulation naval officers' with a gold 'C' superimposed. Incidentally, SecNav recently wrote: 'Attention is invited to the fact that properly identified war correspondents are to be treated as commissioned officers in such matters as billeting, messing and transportation:---Ed.

DO IT JUST FOR FUN

MANUS

EDITOR:

Are flight crews permitted to collect signatures on short snorter bills? I've heard there's a ruling in NATSPac prohibiting it.

SHORT SNORTER

There is a ComNATSPac directive which prevents flight crews from accepting money from initiates in the so-called Short Snorter Club. You may collect signatures, but no money.---Ed.

HOW DO ADMIRALS FEEL?

HONOLULU

EDITOR:

Ensigns generally have to stick together for self-protection, as you probably know. I am a little nervous being in NATSPac because I can find so few Ensigns to join up with.

Is it true that there are fewer Ensigns than (jg)s on board? If so, it confirms my belief that we're much more exclusive group.

LOW MAN ON THE TOTEM POLE

'Fewer' is hardly the word for our Ensigns compared with the number of Lt.(jg)s. In NATSPac, (jg)s outnumber the gold bar gentlemen three to one. In VR-2 and VR-11, the ratio is five to one!---Ed.

REMOVE PATCH IN NATS

OAKLAND

EDITOR:

Recently I was transferred from the amphibs to NATS. Am I no longer authorized to wear the Amphibious Shoulder Insignia?

READER

Right--ComNATS Order No. 23-45 states: 'Shoulder insignia are authorized for men while assigned to certain special services, but shall not be worn after transfer to NATS.'---Ed.

ARE YOU NATS-WISE?

(Answers to Questions on Page 18)

1. VR-2 (Alameda), VR-4 (Oakland), VR-5 (Seattle), VR-10, -11, -12 (all at Honolulu), VR-13 (Manus), VRE-1 (Guam), and VRJ-1 (Honolulu).
2. December 12, 1941.
3. 27,000 miles, as of July 1.
4. An ARM operates radio equipment; an ART checks and repairs it.
5. The Atlantic Wing and Ferry Wing.

IT SHOULDN'T HAPPEN TO A NAVIGATOR!

(Continued from Page 19)

learned a dog was navigating. And the other navigating officers--they were downright nasty about it. Claimed it was a hell of a precedent. Washington might hear about it and make navigating dogs standard equipment, and where would they be.

'Frankly, Jones and I we're worried. If a dog could serve as navigator, why not as radioman? Every time we set down I half expected to see a dog climb aboard, throw down a ham license and take over my transmitter.

'We finally got rid of the mutt though. A group of B-24's set down on our field one night. Jones and I talked a sergeant into letting us go through one, and the dog tagged along. He really wagged his tail when he saw the bomber's navigational aids.

'Next morning, the dog, Mr. Relrek's octant and the B-24's were gone. Maybe he liked combat flying better.

'Yes sir, some strange things happened in the SoPac in the old days.'

THE END